



PARKER, PARKER, PARKER HILL "FIXING THE BOYS."

Judge Will Be the Nominee Unless the Unexpected Happens.

[BY TELEGRAPH TO THE TRIBUNE.] St. Louis, July 3.—Alton B. Parker will be the Democratic nominee for President unless there occurs one of those extraordinary cataclysms which can be brought about only in a gathering of Democrats. The Parkersites are confident to a man. The Gormanites are sore and disgruntled. Mr. Gorman's most intimate friends and loyal supporters are sick at heart, and freely admit that there is no chance for their candidate. They declare that had the Maryland statesman authorized his friends to conduct an active campaign in his behalf a few weeks ago he might have had things all his own way, and now, but they believe it is already too late, and even now the Senator will not admit that he is a candidate for the nomination.

Senator Hill, "Billy" Sheehan and August Belmont are working in beautiful harmony, and assert, individually and collectively, that they make three of a kind which will beat any two pair. They have the advantage of a well-disciplined following of their own, which will stay put and vote right when told to do so, and which leaves them foot loose to work for outside support.

"We are fixing 'the boys' as fast as they reach the town," said one of Mr. Hill's lieutenants this evening, and there was open evidence of the effectiveness of their work. Wavering delegates are so frequently informed within fifteen minutes after they strike the town that it is "all one way" that by the time they reach their hotels they are looking eagerly for a foothold on the Parker band wagon.

William Jennings Bryan is here, and declares that things will be different in a few days, but presents no facts or figures in support of his belief. He declares that in 1896, and again in 1900, hundreds of thousands of Democrats who believed in true Democracy, in contradistinction to the Hill-Parker brand, supported him for President, and he cannot desert them, but for all that it is not believed that he will bolt the ticket.

"BOLD OUT TO WALL STREET." "The Democratic party has sold out body and soul to Wall Street," declared an old-time Democrat to-night. "Wall Street found it too expensive to defeat a real Democrat in 1896 and 1900. It cost that element millions of dollars to defeat Bryan. This year they have bought the leaders, bag and baggage, and will put up Parker, not because they believe he will win, but because they know he won't."

This wall of despair finds many echoes in similar form among the genuine, sinned-pure Bryanites, but apparently they are in too small a minority to effect anything beyond, perhaps, some modification of the platform, and they seem to feel their impotence. John W. Kern, of Indiana, one of the likely candidates for the second place, said this evening:

Indiana is a unit for Parker, and he is certain to be nominated. Yet our State is very friendly to Bryan. It has a strong personal love for the man, although it is unwilling to follow him, and the Hoosier boys will not stand to see him trampled upon. He must have a fair show, and I believe he will make himself felt in the committee on resolutions.

There is a little friction in the Indiana delegation, and some of its members are not as friendly to Hill as they might be, though they are too far committed to Parker to talk of bolting now. The facts are that the great light of the Hoosier Democracy, Thomas Taggart, has been spending considerable time and money in New-York, with a view to securing the chairmanship of the national committee, and, when he got back to Indiana, he told the boys that he had it clinched; the job was in his inside pocket, to use his own words. Now, however, when there seems to be every prospect of securing Parker's nomination, Messrs. Belmont and Hill are showing no disposition seriously to commit themselves on the chairmanship proposition. They are even going so far as to revert to that custom, so odious to many politicians, of permitting the candidate to name his own chairman, and the Indiana boys are beginning to appreciate that Hill is something of a "son man" in politics.

All of this makes them sore, and they will be sorer still if their fears materialize, though Mr. Taggart, himself, is still true to his first love, and will not admit either that he has chairmanship aspirations or that he fears any lack of good faith on the part of the Sage of Wolfen's Roost.

CLEVELAND BOOM LOST. "The Cleveland boom has fallen through, so far through that no man can see far enough into the hole to identify it," said Mr. Taggart himself this afternoon. "And the Gorman boom is following the Cleveland fiasco," he added, "while the Parker nomination is as good as settled. I regard the ground well cleared for Judge Parker's nomination, and believe the few stumps and stones in the way of its smooth progress will be all cleared up by to-morrow night. Yes, I know about the Tammany opposition, but it will not accomplish anything."

"Will the convention declare for a gold basis?" was asked of Mr. Taggart. "No, sir," was the prompt reply. "The Democratic Convention will adopt a reasonable currency plank, but you may rest assured that it will not make any declaration in favor of a gold basis. A good deal of this talk you are hearing about the platform is nonsense. There is no platform, not even the draft of one, unless a few written expressions sent here by Senator Gorman may be called a draft. Messrs. Hill and Sheehan and Belmont are only concerned with getting Judge Parker nominated, and are entirely willing to leave the drafting of the platform to the committee on resolutions."

Notwithstanding Mr. Taggart's assertion that the Parkersites are not concerned about the platform, it is generally known that State Senator McCarran is carrying about with him a genuine gold plank, which he wants inserted in the platform. When Mr. McCarran had shown his plank to a few astute friends, the anti-Parkersites got wind of it, and grasped at the fact, in the hope that it would serve as a straw to the drowning Gorman sentiment. Investigation proved, however, that Mr. McCarran was not supported by his delegation in his wish to foist a straight-out, common sense plank on a Democratic platform, and the light of hope died out from the countenances of the anti-Parkers.

Ex-Senator Henry G. Davis, the accredited and practically avowed representative of Senator Gorman, is one of the most unhappy men in St. Louis to-night. Colonel Guffey has expressed opinions of Senator Davis's kinsman to the West Virginian, himself, which will not bear repetition, and which were anything but complimentary.

"QUITTER" GUFFEY CALLS GORMAN. "Quitter" is the term which concludes all of the colonel's highly colored apostrophes, and, though the Pennsylvania stalwarts will do anything the colonel tells them to, they generally believe that the word will go forth as an early



HALL WHERE THE DEMOCRATIC NATIONAL CONVENTION WILL MEET.

ALL DAY RIOTING OVER FARES.

"TO — WITH THE DECISION" SHOUTS ONE OF THE INSPECTORS, WHO THROW 1,000 FROM CARS.

Women Tortured by Burly Employes—Mounted Police Ride Down Crowds to Aid Railroads—Cries of Pain and Anger.

Intermittent riot reigned all day yesterday around two centres in Brooklyn, where street railway companies attempted to collect a second fare for carrying passengers to Coney Island. Fully a thousand men, women and children were thrown from cars by burly "bouncers" in company uniform. On the Coney Island and Brooklyn Company's road—better known as the Smith-st. line—the evicting station was at Avenue U and Coney Island-ave. There the police from the Sheephead Bay station backed up the rail road employes with everything but actual force. On the Culver line of the Brooklyn Rapid Transit Company passengers were tumbled out at Gravesend-ave, and Neck Road.

Many of the struggles between passengers and "bouncers" were most bitter, and only the superior force of the ejecting gang made evictions possible. Several times the inspectors were unable to get passengers off, and they were carried to the island for more or less injured by the rough, almost brutal, treatment accorded them by the inspectors. Women received hardly more consideration than men, and children were hauled about as if they had no bones to break. Ankles were sprained, legs twisted, skin was torn from arms and faces. Many were badly bruised by being thrown heavily to the ground. Generally seven or eight of the big railroad men piled on one passenger, and, as a rule, they had their own way. Cries of pain and shouts of anger from the protesting passengers could be heard for blocks around the ejecting stations.

In spite of these almost continuous riotous scenes there were few arrests. The police stood by as interested spectators. Only when a blow was struck did they make any show of interference, and when they did interfere it was from the side of the railroad companies. Scores of people took down the numbers of the policemen, promising to write to everybody from Mayor McClellan to their district leaders. The usually quiet communities in which the trouble occurred were scandalized at the scenes, and the authorities will receive no end of complaints to-morrow from disgusted citizens.

FOLLOWED COURT'S DECISION. This unusual outbreak against a double fare is the result of the recent decision of the Appellate Division of the Supreme Court, which imposed a fine of \$50 on the Brooklyn Heights Railroad for refusing to give a transfer to Luke O'Reilly, and decided that the railroad law made it obligatory for street railway corporations to give continuous passage over their original and leased lines for a single fare. The public was quick to apply this to the Smith-st. line, which charges a double fare on Saturdays, Sundays and holidays. There was considerable trouble on Saturday, but the storm broke in earnest when the Sunday crowd began to travel to the beach.

Ignoring the fact that the Brooklyn Rapid Transit lines to Coney Island run over a section of tracks which was built under a steam railway charter, with the right to charge three cents a mile, hundreds of people yesterday refused to pay a second fare on the Rapid Transit lines. They made fully as much trouble there as they did for their chances of getting \$50 forfeits and damages for ejection by force were fully as good as on the Smith-st. line. It was evident that fully half of those who refused to pay a second fare and were thrown out in consequence were out for \$50 forfeits which the railroad law provides. This class knew that it was not necessary to put up a fight and were seldom injured in the pulling out process. Solid, substantial citizens, who did not care a rap for the forfeit, but who were determined to secure their rights, suffered the most at the hands of the burly "bouncers." They honestly believed that the courts had decided that they were entitled to ride to Coney Island for five cents, and they were ready to fight it out to the last ditch. Some of them wound their legs under the foot rests and tangled their arms in hand rails at the end of the seats, hanging on until their last ride was broken. Often they climbed back on the car after they had been ejected and went through the tug of war again. It was at the ejection-station of the Coney Island and Brooklyn Company at Avenue U that one of the most striking incidents of the day occurred shortly before noon. A big man of dignified bearing refused absolutely to pay a second fare. The "bouncers" surrounded him. He waved them back, and pulling a paper from his pocket began to read the section of law quoted

In the opinion written by Justice Woodward in the recent decision in the O'Reilly case. HE READ THE LAW TO THEM. "Every such corporation entering into such contract shall carry or permit any other party thereto to carry between any two points on the railroad, or portions thereof," he read in a loud, clear voice, "any passenger desiring to make one continuous trip between such points for one single fare."

"The 'bouncers' had hold of him by this time, but he managed to read a little further: "For every refusal to comply with the requirements of this section the corporation so refusing shall forfeit \$50 to the aggrieved party." "There is the law for you!" he shouted. "Now throw me off if you dare!" "To — with the court decision!" muttered one of the railroad gang. "Off you go." And off he went with a push that sent him staggering to the curb.

The biggest fight of the day, and one which resulted in the rout of the streetcar men, and the passing of twenty-five or thirty cars to Coney without attempting to take a second fare, began at 3:30 in the afternoon at Gravesend-ave, and Neck Road, in front of the old Gravesend town hall. When car No. 1,029, of the Fifteenth-st. line, came along, the conductor pointed out seven Italians who had refused to pay a second fare. The entire railroad gang of four inspectors, four employes in uniform and four others in plain clothes, attempted to put them out. The Italians hung together as one man, and the "bouncers" could not move them. Then one of the employes, said to be Conductor No. 543, struck one of the Italians a blow in the face. The fight began at once.

The other passengers, including fifteen women, fled from the car and the fighters had free swing. The "bouncers" finally got the Italians into the street, but still they fought. Some of the crowd which had gathered came to the help of the Italians and equalized the forces. They raised such a dust that the onlookers could not observe the details of the fight. It was nothing but a confused jumble of swiftly moving arms and legs until the Italians finally got back on the car.

In this case the police refused to make any arrests, as they said the streetcar men had started the fight. They ordered the inspectors to start the car, as it was against orders to blockade the highway. Reluctantly the inspectors gave the signal and the car went on to Coney bearing the victorious Italians.

For twenty minutes after that the streetcar men capitulated. The fight had lasted twenty minutes, and there was a long blockade. The passengers in the stalled cars had accumulated much determination and courage, and they were ready for fight. Many cars were rushed by, the one-fare passengers shouting over their victory.

There is a different story to tell about most of the other cars. There was a Tompkins-ave. car, for instance, with seventy passengers on board, only eight of whom would pay the second fare. The passengers who had paid were invited to take the car behind, and the car was run down the road to a switch where the "bouncers" proceeded to throw off the sixty-two, one at a time. The crowd lacked a leader, and the car was finally cleared. There were six stubborn ones on car No. 263, of the Reid-ave. line. Their leader shouted: "The papers say we don't have to pay a second fare, and we won't!" The newspapers are not running the B. R. T.," cried the chief inspector, and he lead the assault which resulted in their being thrown off.

TOGO SINKS WARSHIPS.

TORPEDO BOATS' ATTACK.

Russian Battleship or Cruiser and a Destroyer Lost.

A Russian guardship, either a battleship or a cruiser, and a Russian destroyer were sunk off Port Arthur by Admiral Togo's torpedo boats on June 27. Fourteen Japanese were killed and three wounded. The Admiral gave no estimate of the Russian losses.

Advices from Liao-Yang say that the country is a quagmire, and that no important moves are likely to be made until the weather improves. The Japanese are reported near Liao-Yang, and there are rumors that a force of twenty thousand is working toward Moukden.

Admiral Kamimura discovered the Vladivostok squadron north of Iki Island and pursued it northeastward. Japanese torpedo boats got within range of the fleeing cruisers, which opened fire. When the Japanese warships were five miles astern the Russian squadron extinguished lights and escaped in the darkness.

BIG WARSHIP TORPEDOED

Battle of Flotillas Off Port Arthur—Togo's Losses Small.

Tokio, July 3.—A belated report from Admiral Togo records a desperate and successful torpedo attack at the entrance of Port Arthur last Monday night, June 27, in which a Russian guardship and a Russian torpedo boat destroyer were sunk.

The guardship is described as having two masts and three funnels. She was either a battleship or a cruiser, and she was torpedoed and destroyed. The torpedo boat destroyer was struck and then blew up and sank.

Admiral Togo reports the loss of one officer and thirteen men killed and one officer and two men wounded. He makes no mention of damage to his fleet.

The Twelfth Torpedo Flotilla, under the command of Commander Yamada, delivered the attack. The Japanese vessels were revealed by the Russian searchlights, and the shore forts opened a heavy fusillade on them. The Russian guardship was surrounded and attacked by the Japanese, who saw this vessel sink amid huge volumes of water thrown up by heavy explosions.

Following this the Russian torpedo boat destroyers at once attacked the Japanese vessels, which responded to the onslaught. A Russian destroyer, while within the area lit up by the searchlights, was seen to explode, rise, fall back into the water sideways and sink. The guardship sank near the base of Golden Hill. The cause for the delay by Admiral Togo in forwarding this report is unknown, but it is presumed that he was busy, and did not have time to communicate with Tokio.

SEVEN HUNDRED LOST AT SEA.

STEAMER LADEN WITH EMIGRANTS FROM DENMARK FOUNDERS OFF THE HEBRIDES.

The Danish Vessel Norge Strikes a Rock and Sinks—Only Twenty-seven Escape—Boats Smashed in Heavy Seas.

London, July 3.—Over seven hundred Danish and Norwegian emigrants, bound for New-York, are believed to have been drowned in the North Atlantic. Out of nearly eight hundred persons on board the Danish steamer Norge, which left Copenhagen on June 22, only twenty-seven are known to be alive, and for the rest no hope is held out.

The news of this disaster which, it is feared in its death record, is greater than any previous tragedy of the Atlantic, came with the arrival to-night of the steam trawler Salvia at her home port, the quiet fishing town of Grimsby. The Salvia had been on a fortnight's cruise around the Hebrides. By a lucky chance she steamed further west than is usual for Grimsby trawlers, and fell in with the survivors of the Norge, who, for twenty-four hours, had been tossed about in a small boat on the rough waters of the Atlantic. The survivors were taken aboard the Salvia and were landed at Grimsby to-night.

The Norge sank near where she struck, on the islet of Rockall, whose isolated peak raises itself from a dead Atlantic reef some 200 miles off the west coast of Scotland.

Early on the morning of June 28, the Norge, which was out of her course in heavy weather, ran on the Rockall reef, which in the distance looks like a ship under full sail. The Norge was quickly backed off, but the heavy seas poured in through a rent in her bows.

The emigrants, who were then awaiting breakfast below, ran on deck. Except that the hatchways were scarcely open for these hundreds of people, and became clogged, there was no panic.

ONLY TWO BOATS LEAVE WRECK. The Norge quickly began to go down by the head. Eight boats were lowered, and into these the women and children were hurriedly put. Six of these boats smashed against the side of the Norge, and their helpless inmates were swept away by the heavy seas.

Two boatloads got safely away from the side of the sinking ship, and many of the emigrants who were left on board, seizing life belts, threw themselves into the sea and were drowned.

Captain Gundel, the survivors say, stood on the bridge of the doomed vessel until it could be seen no more.

MEN BEATEN OFF WITH OARS. The Norge foundered suddenly, and some six hundred terrified emigrants were thrown into the water or drawn down with the sinking ship. Those who could swim tried to reach the boats, but these were already too full, and their occupants beat off the drowning wretches with oars.

The boats kept together for some hours. Practically all of their occupants were passengers and were not used to handling such craft. The boat occupied by the survivors landed at Grimsby was a lifeboat.

One account says that three boats were successfully launched, the other two holding about ten persons each. The lifeboat made faster progress and fell in with the Salvia. What became of the other boats is not yet known.

The rescue of those on the lifeboat took place at 8 o'clock on the morning of June 28, the survivors consisting of twenty men, one of them a seaman, six women and a girl.

A STRUGGLE TO REACH THE BOATS. One of the survivors said that when he got on deck the Norge was half submerged, and was rapidly getting lower in the water. Half mad with fright the survivors all struggled for places in the boats. They fought their way to the big lifeboat, and an officer stowed in the six women and the girl, and then told the men to get in. The officer then took charge and got the boat

MANY KILLED IN WRECK.

Wabash Train Ditched—Seven Cars Burned—Large Number Injured.

St. Louis, July 3.—A special dispatch to "The Globe-Democrat" from Litchfield, Ill., says that the Chicago Limited on the Wabash Railroad, due in St. Louis at 7 p. m., and half an hour late, was wrecked to-night inside the city limits. The train struck an open switch, and was overturned, and seven of the nine cars were burned. It is believed that twenty persons perished in the second and third coaches, and that forty were injured. The injured are being cared for in St. Francis Hospital, in this city.

A partial list of those killed follows: BALD, St. Pierre V., Montreal, Canada. BARBER, Joseph, North Dakota. DAVIS, Dan H., Decatur, Ill. ESCHSTADT, L. O., No. 1,044 South Albany-ave., Chicago. LUTHER, Mrs. C. E., Milwaukee. MILLS, E., Decatur, Ill. PERRINS, Mrs., Chicago. SANFORD, James, engineer, Decatur, Ill. SMITH, Samuel, fireman, Decatur, Ill.

The engine, after running into the switch, struck a string of freight cars, and with the first three coaches formed a heap across the track. The heap caught fire immediately. L. R. Mills, who was killed, was internal revenue collector at Decatur and one of the most prominent Republicans in Central Illinois.

The track was reported clear at the last station, and as the train was running about fifty miles an hour the open switch was not noticed. Nearly all the passengers were bound for St. Louis, and those not injured left on the Illinois Central train an hour later. Three of the injured have since died. Coroner Gray is on the scene, and will hold an inquest.

Mr. and Mrs. Bachelor, of Chicago, who were on the wrecked train, arrived in St. Louis to-night, coming over the Illinois Central. Mr. Bachelor said: "We know very little about the wreck. We were in the chair car at the rear of the train, and it did not leave the track. When the accident occurred, the front cars piled up on the engine, took fire and burned. There were dead and injured people all around, and it seemed to us that there were forty killed, but probably the number is not so great. We did not learn the cause of the accident, nor the actual number of the dead and injured, as we took the Illinois Central train for St. Louis soon after the accident."

away from the side of the Norge. Some of the boat was already overladen, the officer, with great heroism, jumped into the water and tried to board another boat, which was not so full. He failed and was drowned.

The sea by this time was a mass of struggling men, women and children gasping and choking. The boat rowed clear of this seething inferno, and just as she drew away the Norge went down.

Peter Nelson, one of the survivors, described as a young American, said:

For some hours we rowed in company with the other boats, but the strong tide drifted us away from the others, and nothing has been seen of them since. The Salvia picked us up and we were well cared for on board the trawler. All of us lost our entire belongings. We had no time in that fierce fight for life to think of anything but the getting of seats in the boat.

The only hope is that some few of the emigrants may have been washed up on the barren rock. Their chance of being rescued even then is practically none, for vessels sailing the North Atlantic give Rockall as wide a berth as possible.

Only one of those rescued could speak English. He said:

We left Copenhagen on June 22. There were seven hundred emigrants—Norwegians, Swedes, Danes and Finns—on board. The crew numbered about eighty.

All went well until June 28. I lay in my bunk waiting for breakfast. We heard a heavy bump, then another bump and then I rushed on deck. I saw at once that something serious had happened, and I made a dash below to gather up my few belongings. Pterer de Coenick, Scores were rushing on deck, and the hatchway was crowded with emigrants. They were launching boats and rushing into them, but there was no panic.

Four or five were in the boat into which I got, and we cleared the ship. Luckily for us, in our party was the only seaman from the Norge who escaped, and he was able to navigate our little craft.

We saw two other boats capsizing owing to the heavy weather, and because no one could navigate them.

We made straight away, and when we last saw the Norge a large number of emigrants were on the deck. Captain Gundel stood on the bridge.

Dozens of passengers had jumped into the sea. They wore life belts, but were drowned before our eyes.

After twenty-four hours the Salvia bore down and picked us up.

About seven hundred must have been drowned. The Norge was last sighted off Butt of Lewis, the northernmost point of the Hebrides Islands, on June 27. Rockall is a dangerous reef, with a rock about seventy-five feet above water.

The Norge, which had been in the Copenhagen-New-York service of the Scandinavian-American Line for a number of years, was an iron vessel of 3,318 tons gross and 2,121 tons net. Her principal dimensions were: Length, 340 feet; breadth, 40 feet, and depth, 25 feet. The Norge was built at Glasgow by A. Stephen & Sons in 1881, when she was named Pterer de Coenick. When she was bought by the United Steamship Company, of Copenhagen, she was renamed the Norge. The vessel was equipped with six water-tight bulkheads.

None of the officers of the line could be found in town last night.

Of marine disasters in recent years, excluding the Slocum fire, the one approaching nearest the wreck of the Norge in the number of lives lost was the sinking of the excursion steamer Princess Alice on September 3, 1898, when about six hundred persons perished. She was run down off Barking by the Bywell Castle while on the way from Gravesend to London.

Another great casualty was the sinking of the Atlantic, of the White Star Line, near Halifax, on April 1, 1873, when 500 were drowned. Three hundred and thirty were lost with the Elbe, on January 30, 1895; 571 on La Bourgogne, on July 2, 1898; 313 with the Ville de Havre, on November 22, 1873; 175 with the burning Seawanhaka, on June 28, 1880; more than one hundred in the burning Snael, Bremen and Malm, of the North German Lloyd, on June 20, 1900, and 59 in the explosion of the Staten Island ferryboat Westfield, on July 30, 1871.

CLEVELAND BOOM DIES.

New Jersey Decides Not to Press His Nomination.

St. Louis, July 3.—All possibility of the formal nomination of Mr. Cleveland appeared to vanish when the New-Jersey delegation arrived to-day and announced that in all probability that delegation would not make an aggressive campaign in the interest of the ex-President. This decision was reached at a meeting held to-day on the train as it approached St. Louis. The meeting was held for the purpose of organizing, but also took up the question of policy with reference to Mr. Cleveland. Seventeen of the twenty-four delegates are for Mr. Cleveland, but they decided not to press his name unless there should appear to be a good prospect of his nomination.

Seven of the delegates are for Parker, but no effort has been made to reach a decision as to a candidate in case a definite conclusion not to present Mr. Cleveland's name is reached.

GORMAN DROPS OUT.

He Says His Name Will Not Go Before the Convention.

[BY TELEGRAPH TO THE TRIBUNE.] St. Louis, July 4.—William F. Sheehan, at 12:30 o'clock this morning, said that there was no situation but Parker. He had just come from a conference with ex-Senator Hill, Senator McCarran, August Belmont and Thomas Taggart. To one of these men Senator Gorman sent from his home in Maryland a telegram saying that he was not coming to the convention and that his name would not be presented to the convention. This was what caused Mr. Sheehan to say that Parker had practically won.

"There is no situation. It's simply Parker," said Mr. Sheehan. "Parker will win on the first ballot." Representative Sulzer, who saw ex-Senator Hill a few minutes later, said: "It is pretty near over. You can't beat somebody with nobody. If the anti-Parker men could unite on a candidate they would stand a good chance to win, but they have not, as yet, been able to unite."